1. ALL WIRING AND DEVICES SHOWN DASHED TO BE SUPPLIED AND INSTALLED BY THE CUSTOMER IN ACCORDANCE WITH LOCAL AND NATIONAL ELECTRICAL CODES. PHANTOM LINE ENCLOSURES INDICATE ALTERNATE CIRCUITRY OR AVAILABLE SALES OPTIONS.
2. IF ANY OF THE ORIGINAL WIRE, AS SUPPLIED WITH THIS UNIT, MUST BE REPLACED, REPLACE WITH APPLIANCE WIRING MATERIAL RATED AT 105°C.
3. THREE PHASE MOTORS ARE PROTECTED UNDER PRIMARY SINGLE PHASING CONDITIONS. ALL MOTORS HAVE INTERNAL OVERLOAD PROTECTION. COMPRESSORS HAVE INTERNAL THERMAL PROTECTION.
4. CONNECTIONS SHOWN ARE FOR 230V/60HZ/3PH UNITS. WHEN 208V/60HZ/3PH OPERATION IS REQUIRED, MOVE WIRE W4 FROM THE 230V TERMINAL ON TNS1 TO THE 208V TERMINAL.
5. WHEN INSTALLING ECONOMIZER, REMOVE PPM2 FROM PPF2. CONNECT PPM2A TO PPF2, AND CONNECT MAS TO WIRES 180A AND 181A.
6. CONNECTIONS SHOWN INCLUDE FOS, TDL1, AND HPC1. IF NONE OF THESE OPTIONS ARE INSTALLED, CONNECT WIRE LPC1-BLU TO WIRES W24/188A. IF ANY OR ALL OF THESE OPTIONS ARE INSTALLED, CONNECT THEM IN SERIES AS SHOWN.
7. FOR MOTORIZED OUTSIDE AIR DAMPER, OPTIONAL MAS AND OAS (AND ASSOCIATED WIRING) ARE NOT USED.
8. (FUTURE OPTION) CONNECTIONS SHOWN ARE FOR 2-STAGE GAS HEAT OPERATION. WHEN 1-STAGE OPERATION IS REQUIRED, WIRE 102B IS REMOVED. WIRES 21A, 101NN, AND 174A ARE NOT CONNECTED TO IGN, AND WIRE 123A IS NOT CONNECTED TO GV.
9. CONNECTIONS SHOWN INCLUDE OPTIONAL SMOKE DETECTORS AND CONDENSATE OVERFLOW. IF NONE OF THE SMOKE DETECTORS (RASD, PLSD OR SASD) ARE INSTALLED, CONNECT WIRE 100AF TO TNS1-24VAC. IF CONDENSATE OVERFLOW IS NOT INSTALLED, CONNECT WIRE 100A/AD TO WIRE 100AG.
10. CONNECTIONS SHOWN INCLUDE OPTIONAL SMOKE DETECTORS. THE FOLLOWING COMBINATIONS ARE ALLOWED: RASD ONLY, SASD ONLY, RASD & SASD, AND PLSD ONLY. IF RASD OR PLSD IS NOT INSTALLED, CONNECT WIRE 515A TO WIRE 515B. IF SASD IS NOT INSTALLED, CONNECT WIRE 509A TO WIRE 509B.
11. TNS1 MAY OCCASIONALLY BE INSTALLED ROTATED 180 DEGREES FROM THE ORIENTATION SHOWN. THE BREAKER ON TNS1 SHOULD ALWAYS BE FACING THE FRONT OF THE UNIT.

⚠ WARNING

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE.

FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

⚠ AVERTISSEMENT

TENSION DANGEREUSE!

COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS À DISTANCE. PUIS SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE REPORTER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS.

NE PAS RESPECTER CES MESURES DE PRÉCAUTION PEUT ENTRAÎNER DES BLESSURES GRAVES POUVANT ÊTRE MORTELLES.

⚠ ADVERTENCIA

¡VOLTAJE PELIGROSO!

DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR.

EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

TRANE

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DRAWN BY: R JOHNSON

DATE: 6/10/2013

DO NOT SCALE PRINT

THIRD ANGLE PROJECTION

4366-8393

REV A

DIAGRAM
CONNECTION PRINT
YHC060E3
ELECTROMECHANICAL, X13

IMPORTANT

DO NOT ENERGIZE UNIT UNTIL CHECK-OUT AND START-UP PROCEDURE HAS BEEN COMPLETED.

CAUTION

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

FAILURE TO DO SO MAY CAUSE DAMAGE TO THE EQUIPMENT.

ATTENTION

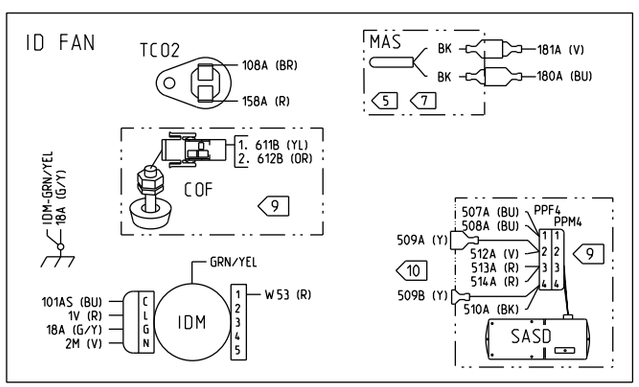
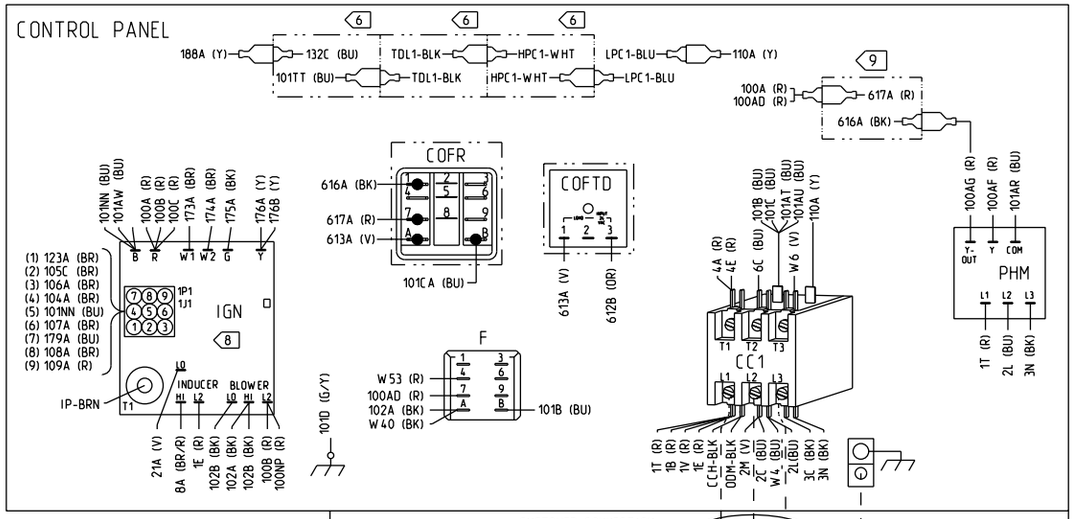
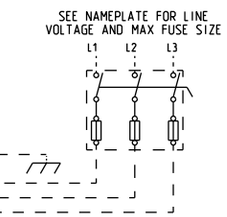
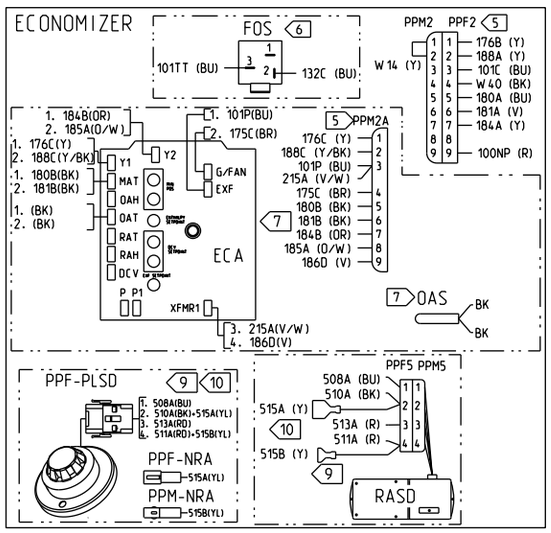
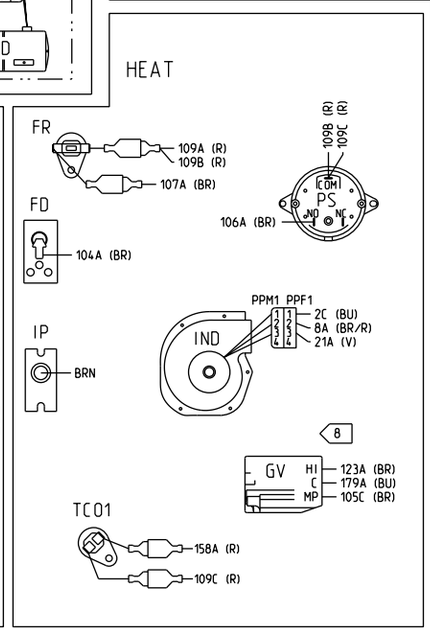
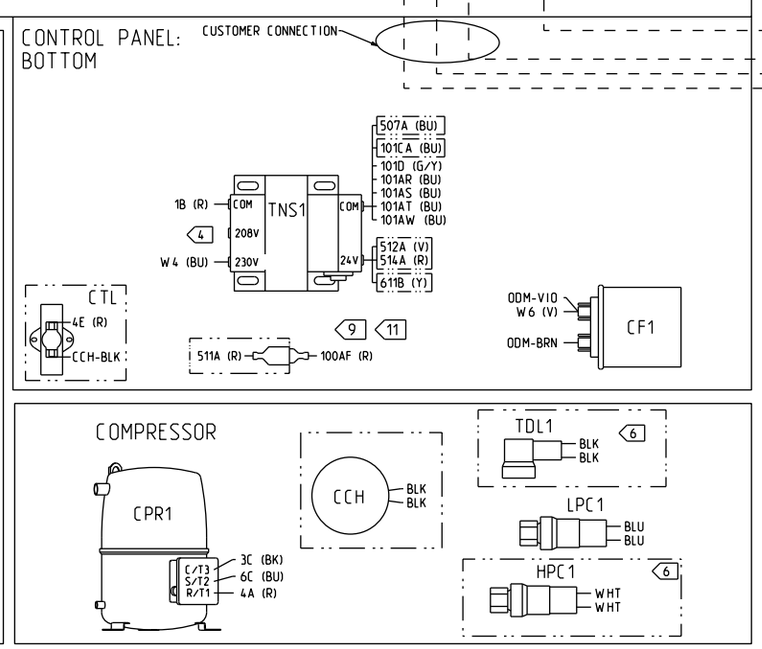
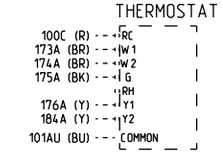
N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!

LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.

L'UTILISATION DE TOUT AUTRE CONDUCTEUR PEUT ENDOMMAGER L'ÉQUIPEMENT.

PRECAUCIÓN

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!

LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.

SI NO LO HACE, PUEDE OCASIONAR DAÑO AL EQUIPO.